more research work is necessary before it is made operational. In the meantime, IMD is working sincerely for the further improvement of the statistical models.

Cargo Traffic projected in Ninth Plan

1773 SHRIMATI PREMA CARIAPPA:
SHRI DHARAM PAL SABHARWAL:

Will the Minister of SHIPPING be pleased to state.

(a) the volume of cargo traffic projected during the terminal year of the Ninth Plan for various ports in the country;

(b) the achievements made during the said period by each port;

(c) the deficiencies notice, if any particularly due to lack of adequate draft in various ports;

(d) if so, the names of the hub ports of the neighbouring countries used for transhipment; and

(e) to what extent, such transhipment increased the shipping cost of Indian cargo?

THE MINISTER OF SHIPPING (SHRI T.R. BAALU): (a) and (b) The volume of Cargo Traffic projected during the terminal year of the Ninth Plan *i.e.* 2001-02 by the working group for the Port sector for the Plan and the achievements made during the said period by each of the Major Ports is given below:—

In million Tonnes

Name of the Port	Projections	Achievements
Kolkata	31.71	30.40
Paradip	33 46	21.13
Vishakhapatnam	45 01	44.34
Ennore	—	3.40

Name of the Port	Projections	Achievements
Chennai	56.54	36.12
Tuticorin	16.24	13.02
Cochin	16.74	12.06
New Mangalore	34.90	17.50
Mormugao	23.58	22.93
Jawaharlal Nehru	24.51	22.52
Mumbai	43.45	26.43
Kandla	97.80	37 73
TOTAL:	423.94	287.58

(c) The Port Trusts of Mumbai, Cochin, Kolkata and Kandla had experienced draft constraints during the Ninth Five Year Plan period. However, improvement in port facilities is an ongoing process. In addition, there was a major shortfall in petroleum, crude and product traffic. This was mainly due to delay in commissioning of Essar Refinery at Jamnagar and delay in expansion/operation of extended capacity of Cochin and New Mangalore Refineries. Further, the coal traffic materialization was also below expectation as coast-based power plants did not materialize as envisaged.

(d) About half of the Indian containers carrying import/export cargo to/from India are transshipped at neighbouring foreign ports, such as Colombo, Singapore, Dubai, Salalah, Port Kelang etc.

(e) On each container transshipped at foreign port, the charges for one operation of loading and unloading are incurred extra in foreign exchange. In addition, because of detour involved in transportation by ship extra time and cost is involved. The exact increase in the shipping cost cannot be quantified.